

8720

Diag. Cht. No. 538

Form 504.

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey TOPOGRAPHIC

Field No. Ph-5(45) Office No. T-8720

LOCALITY

State NORTH CAROLINA

General locality NEUSE RIVER

Locality NEW BERN

194 48

CHIEF OF PARTY

R. J. Sipe, Chief of Field Party.

R. A. Gilmore, Tampa Photogrammetric Office.

LIBRARY & ARCHIVES

DATE April 1, 1953

8-1870-1 (1)

8720

T-1031 - 1113

T-6473

T-4211

T-4211-1

DATA RECORD

T- 8720

Quadrangle (II): New Bern

Project No. (II): Ph-5(45)

Field Office: New Bern, N. C. Chief of Party: Riley J. Sipe

Compilation Office: Tampa, Fla. Chief of Party: Ross A. Gilmore

Instructions dated (II III):
Field Instructions undatedDiv. of Photogrammetry
Copy filed in Descriptive
~~Report No. T~~ (VI)

Completed survey received in office: 1-17-49

Reported to Nautical Chart Section: 1-26-49

Reviewed: 2 Oct 50 Applied to chart No. Date:

Redrafting Completed:

Registered: 7 Jan 1953

Published: 5/15/52

Compilation Scale: 1:20,000

Published Scale: 1:24,000

Scale Factor (III): None

Geographic Datum (III): N.A. 1927✓

Datum Plane (III): M.S.L.

Reference Station (III): NEW BERN, 1932✓

Lat.: 35° 06' 12.825 (395.2 meters) Long.: 77° 02' 06.406 (162.2 meters) Adjusted
~~Uncorrected~~

State Plane Coordinates (VI): North Carolina

x = 2,587,646.13 feet y = 498,421.19 feet

Military Grid Zone (VI)

PHOTOGRAPHS (III)

| <u>Number</u> | <u>Date</u> | <u>Time</u> | <u>Scale</u> | <u>Stage of Tide</u> |
|---------------|-------------|-------------|--------------|---|
| 15951 | 4-5-46 | 13:05 | 1:20,000 | No perceptible ^{periodic} tide |
| 15952 | 4-5-46 | 13:06 | " | |
| 15972 | 4-5-46 | 13:53 | " | |
| 15973 | 4-5-46 | 13:54 | " | |

Tide from (III): No perceptible ^{periodic} tide

Mean Range:

Spring Range:

Camera: (Kind or source) U.S.C. & G.S. 9-lens, 8 $\frac{1}{4}$ " focal length

Field Inspection by: M.F. Kirk, H.G. Murphy
and B. Garfinkle

date: Oct. '47-
May '48

Field Edit by: C.A. NAVIN

date: Apr 1950

Date of Mean High-Water Line Location (III): Oct. 1947. Identified on
1946 Photographs.

Projection and Grids ruled by (III) H.K.Wash. Office date: Nov. 20, 1947

" " " checked by: T.L.J. Wash. Office date: Nov. 20, 1947

Control plotted by: R. Dossett date: Jan. 7, 1948

Control checked by: C.H. Baldwin date: Mar. 4, 1948

Radial Plot by: M.M. Slavney date: Sept. 14, 1948

Detailed by: R. Dossett date: Oct., Nov. Dec. 1947

Reviewed in compilation office by: J.A. Giles date: Dec. 1948

Elevations on ^{Map Manuscript} ~~Field Edit Sheet~~
checked by: J.A. Giles

date: Dec. 1948

STATISTICS (III)

Land Area (Sq. Statute Miles): 55.9

Shoreline (More than 200 meters to opposite shore): 22.2

Shoreline (Less than 200 meters to opposite shore): 15

Number of Recoverable Topographic Stations established: 19

Number of Temporary Hydrographic Stations located by radial
plot: None

Leveling (to control contours) - miles: 42

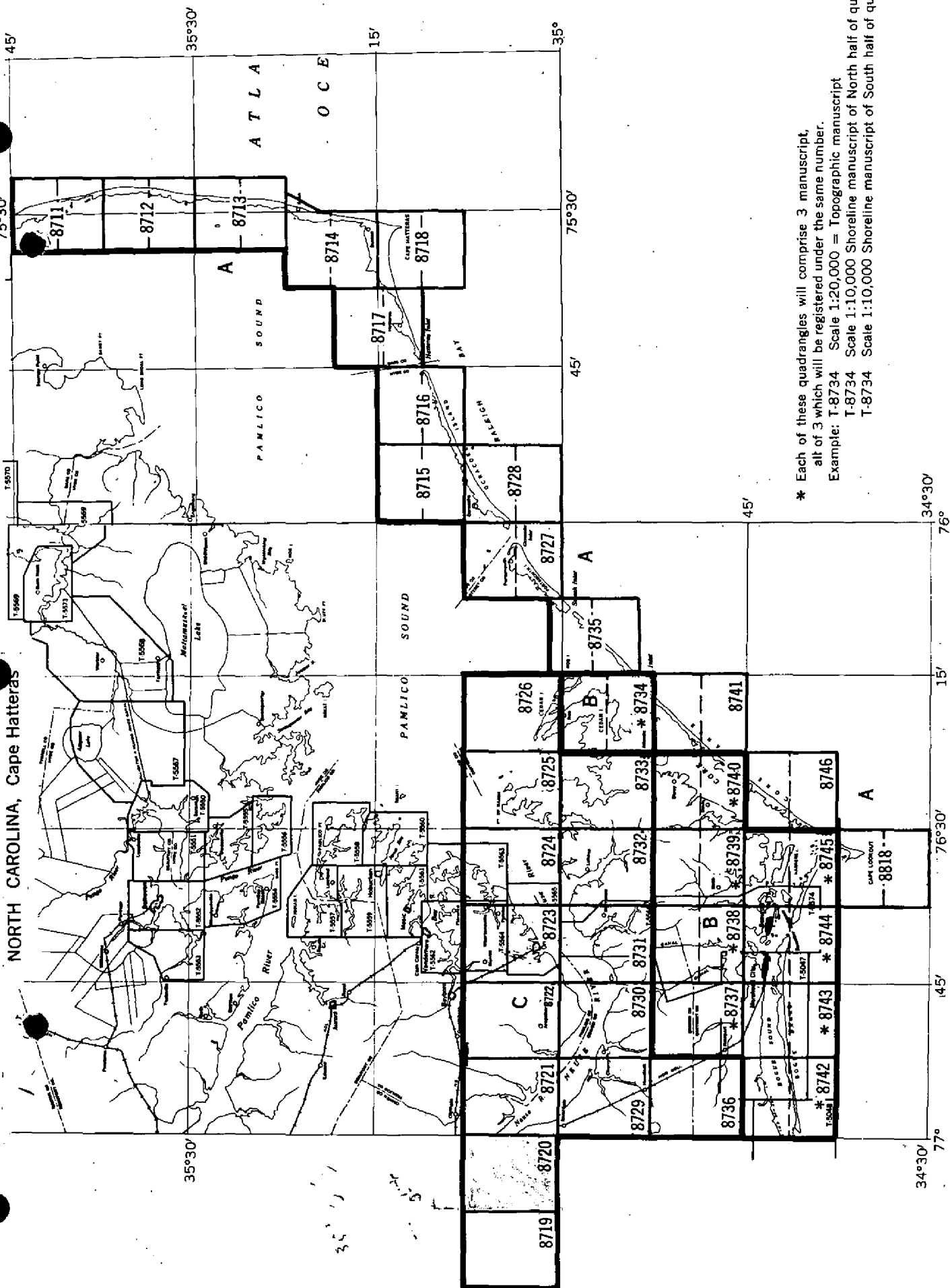
Roman numerals indicate whether the item is to be entered
by, (II) Field Party, (III) Compilation Party, or, (VI) the
Washington Office.

When entering names of personnel on this record give the
surname and initials (not initials only).

Remarks:

TOPOGRAPHIC AND SHORELINE MAPPING PROJECT PH-5 (45) A-B-C

NORTH CAROLINA, Cape Hatteras



Summary to Accompany T-8720

Topographic map T-8720 is one of a series of 37 maps in project Ph-5(45) and covers the city of New Bern and vicinity, including parts of the Neuse and Trent Rivers. This is a graphic compilation project. The field operations preceding compilation included complete field inspection and planetable contouring on 1:20,000 scale nine-lens photographs. A manuscript was compiled and completely field edited.

The map is to be published by the Geological Survey at a scale of 1:24,000 as a standard $7\frac{1}{2}$ minute quadrangle. The registered copies under T-8720 will include the original descriptive report, a cloth mounted print of the manuscript at scale 1:20,000, and a cloth mounted color print of the published map at scale 1:24,000.

FIELD INSPECTION REPORT
Quad T-8720
(35-00.0/77-00.0/7.5)
Project Ph-5(45)
Riley J. Sipe, Chief of Party

The field work for this quadrangle was done in accordance with the Director's Instructions, Project Ph-5(45), Field, undated; and Supplement 1 to the above, dated 11 December 1946, and other instructions as noted herein. The field work was accomplished by the following personnel:

| <u>Name & Title</u> | <u>Field Work</u> | <u>Dates</u> |
|---|--|-------------------------|
| Millard F. Kirk Topographic Engineer | Shoreline & Recovery Field Inspection | 10/2/47 to 1/28/48 |
| Herschel G. Murphy Engineering Aid | Contouring Interior Field Inspection | 11/20/47 to 5/28/48 |
| B. Garfinkle Engineering Aid | Leveling | 10/10/47 to 10/22/47 |

1. DESCRIPTION OF AREA

This quadrangle is located within Craven and Jones Counties, North Carolina.

The Neuse River flows through the quadrangle from northwest to southeast and about one square mile of the quadrangle lies east of the Neuse River.

The Trent River flows in a southwest-northeast direction through the northern half of the quadrangle and joins the Neuse River at New Bern.

The quadrangle is for the most part heavily wooded, with a number of small scattered farms. The predominating timber in this area is pine with some small stands of cypress. A great many swamps were encountered in this quadrangle.

New Bern, the largest town in the quadrangle, is located at the confluence of the Trent and Neuse Rivers. Its population is approximately 18,000.

New Bern was settled in 1701 by a group of Swiss Colonists and was named for Bern, Switzerland. As the New World grew, New Bern

played its part in the events through early American history. The colonial government of the colony of North Carolina was located here. Later it was the capitol of the State of North Carolina.

New Bern depends largely on trade with farmers of the surrounding section. Next in importance is fishing and its allied industries, boat building and repairing. There are several marine railways of large capacity in the town.

The lumber industry was an important one to New Bern and the surrounding countryside at one time but is no longer a large industry.

James City and Bridgeton are two small towns in the quadrangle. James City lies just south of the Trent River from New Bern. Bridgeton lies across the Neuse River from New Bern.

The area has excellent transportation facilities. U. S. Routes 17 and 70 and N. C. Route 55 all pass through the area. These primary roads are supplemented by a good system of secondary roads.

The Atlantic Coast Line, Norfolk-Southern and the Atlantic and East Carolina Railroads serve the area.

2. COMPLETENESS OF THE FIELD INSPECTION

Field inspection of the quadrangle is thought to be complete and all features are adequately classified and identified on the photographs. However, during the course of field inspection it was noted that there was considerable preparation under way for building in the vicinity of New Bern. As construction was in progress, delineation of this new work was left for the field editor.

Woodland cover was classified in accordance with Photogrammetry Instruction No. 15, dated 16 June 1947.

3. INTERPRETATION OF THE PHOTOGRAPHS

No great difficulty was encountered in photographic interpretation of topographic details.

4. HORIZONTAL CONTROL

Horizontal control stations were recovered and identified on the photographs in accordance with the project instructions.

5. VERTICAL CONTROL

A third order level line of 2.5 miles in length was run to establish two bench marks at the Simmons-~~M~~ott Airport.

Forty-two miles of fly levels were run to establish additional vertical control for planetable contouring. All existing bench marks were searched for or recovered.

6. CONTOURS AND DRAINAGE

Contouring was done by planetable methods directly on 1:20,000 scale 9-lens photographs.

Elevations range from sea level to forty feet. Steep bluffs were encountered along the western shore of the Neuse River.

On the southern project limit of the quad is a swamp on which water will stand throughout most of the year. It was considered more practical to run lines from various angles to this swamp rather than attempt to run a line along the project limit. When these lines were run it was found that the elevations established on the swamp varied less than a half foot.

7. MEAN HIGH WATER LINE

There is no perceptible periodic tide in this area. Any tidal changes are due primarily to the wind, easterly winds causing high water and westerly winds causing low water. (The foregoing is quoted, in part, from a U.S.C. & G.S. Chart #538) Also the U.S.C. & G.S. book "Tide Tables Atlantic Ocean 1948" does not list any periodic tidal variations for this area. Therefore the Mean High Water Line and the Low Water Line may be considered, for all practical purposes, synonymous. There was evidence that considerable shoreline erosion occurs on both shores of the Neuse River. However, this was not of great enough magnitude, relative to the date of photography, to hamper the delineation of the shoreline on the photographs.

8. LOW WATER LINE

See above paragraph.

All of the shoreline in this quadrangle was inspected from a skiff or personnel launch.

9. WHARVES & SHORELINE STRUCTURES

All wharves and shoreline structures were labeled on the

photographs. Where structures were not identifiable on the photographs, they were located by three point fixes. (Piers built since photography and those which do not show on photographs.)

10. DETAILS OFFSHORE FROM THE HIGH WATER LINE

Most of the details (duct blinds, shipwrecks, etc.) were not discernible on the photographs and were located by three point fixes.

11. LANDMARKS & AIDS TO NAVIGATION

All existing landmarks and new landmarks have been identified on the photographs and Form 567 submitted. Those landmarks to be deleted were indicated on Form 567. All landmarks were inspected from boat in the Neuse and Trent Rivers.

Aids to Navigation were located by cuts or three point fixes and reported on Form 567.

12. HYDROGRAPHIC CONTROL

In accordance with the project instructions the existing horizontal control was supplemented with topographic stations at not more than one mile intervals. Where natural objects were not available these stations were marked by standard station disks set in concrete monuments.

13. LANDING FIELDS & AERONAUTICAL AIDS

There is one landing field in this quadrangle located one mile SW of James City. The name of this field is Simmons-Knott Airport.

The aeronautical aids at this airport and at scattered points throughout the quadrangle were identified on the photographs.

14. ROAD CLASSIFICATION

All roads were classified in accordance with Photogrammetry Instructions No. 10, and amendment thereto dated 14 October 1947.

15. BRIDGES

All bridge information for the area covered by this report as listed in the U.S. Engineer's "List of Bridges over Navigable Waters of the U.S." dated 1 July 1941 was verified in the field, all clearances were carefully measured with a steel tape, and the published

descriptions and clearances were found to be correct except for the discrepancies reported to the Local District Engineer by letter a copy of which is attached hereto.

16. BUILDINGS AND STRUCTURES

Buildings and structures in existence at time of photography are adequately covered by the photographs and interior field inspection.

New buildings and structures erected since photography were located directly on the 9-lens photographs by (1) planetable methods, (2) measurements from identifiable points of detail.

17. BOUNDARY MONUMENTS AND LINES

No permanent monuments marking the Craven-Jones County line were recovered. A point on this line at the stream crossing on the road from James City to Pollocksville was identified.

Points on the boundaries of New Bern and Bridgeton were identified from all available information.

A layout map of the Simmons ^{Nott} Airport is submitted with the quadrangle data. (see TP 13 this report)
R.D.

For the legal descriptions of all boundaries see special report on boundaries of this project by A. J. Wraight, Topographic Engineer, which was forwarded to the Washington Office on 20 October 1947. Filed in Div. of Photogrammetry

18. GEOGRAPHIC NAMES 214 ✓

Geographic names was the subject of a special report by A. J. Wraight, Topographic Engineer, which was forwarded to the Washington Office on 13 October 1947. Filed in Geo-graphic Name Section, Div of Charts.

Submitted:
30 June 1948

Herschel G. Murphy
Herschel G. Murphy
Engineering Aid

Approved:
30 June 1948
Wiley J. Cape
Wiley J. Cape
Chief of Party

MAP T. 8720

PROJECT NO. Ph-5(45)

SCALE OF MAP 1: 20,000

SCALE FACTOR

| STATION | SOURCE OF INFORMATION (INDEX) | DATUM | LATITUDE OR U-COORDINATE LONGITUDE OR X-COORDINATE | | DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS | DATUM CORRECTION | N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS | | FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS | |
|---|-------------------------------|--------------|---|--------|---|------------------|--|--|---|--|
| | | | | | | | | | | |
| New Bern Munic. Incineratory, Weather Vane on Top, 1931 | Sp. Pub. 192 P. 31 | N.A. 1927 | 35° 07' | 19.40 | Lost | | 597.8 (1251.2) | | Lost | |
| | G.Ps. P.442 | " | 77 02 | 49.09 | | | 1243.0 (276.2) | | | |
| Land, 1932 | G.Ps. P.442 | " | 35 07 | 14.269 | | | 439.7 (1409.3) | | | |
| | | | 77 02 | 35.862 | | | 908.1 (611.2) | | | |
| Blades, 1932 | G. Ps. P.442 | " | 35 07 | 25.775 | Lost | | 794.3 (1054.7) | | Lost | |
| | | | 77 01 | 36.214 | | | 916.9 (602.9) | | | |
| Just, 1932 | G.Ps. P.442 | " | 35 06 | 37.853 | | | 1166.5 (682.5) | | | |
| | | | 77 02 | 05.023 | | | 127.2 (1392.2) | | | |
| New Bern, 1932 | G.Ps. P.440 | " | 35 06 | 12.825 | | | 395.2 (1453.8) | | | |
| | | | 77 02 | 06.406 | | | 162.2 (1357.4) | | | |
| James, 1932 | G.Ps. P.441 | " | 35 05 | 33.720 | | | 1039.1 (809.9) | | | |
| | | | 77 02 | 25.193 | | | 638.1 (881.7) | | | |
| Blinds, 1932 | G.Ps. P.441 | " | 35 05 | 36.259 | | | 1117.4 (731.6) | | | |
| | | | 77 03 | 02.298 | | | 58.2 (1461.6) | | | |
| Eel, 1932 | G.Ps. P.441 | " | 35 05 | 10.829 | | | 333.7 (1515.3) | | | |
| | | | 77 03 | 17.211 | | | 436.0 (1084.0) | | | |
| Bluff, 1932 | G.Ps. P.265 | " | 35 04 | 56.485 | | | 1740.6 (108.4) | | | |
| | | | 77 03 | 19.565 | | | 495.6 (1024.4) | | | |
| Ferry, 1932 | G.Ps. P.441 | " | 35 04 | 49.113 | | | 1513.5 (335.5) | | | |
| | | | 77 03 | 30.104 | | | 762.7 (757.4) | | | |
| Quik Creek, 1932 | G.Ps. P.440 | " | 35 06 | 10.477 | Lost | | 322.7 (1526.3) | | Lost | |
| | | | 77 01 | 09.711 | | | 245.9 (1273.7) | | | |
| Bridge, 1932 | G.Ps. P.442 | " | 35 07 | 09.901 | Lost | | 120.2 (1728.8) | | Lost | |
| | | | 77 01 | 16.756 | | | 424.3 (1095.0) | | | |

1 FT. = 3048006 METER

COMPUTED BY: W.H. Shearouse

DATE 1 April 1947

CHECKED BY: M.M. Slavney

DATE 18 June, 1947

M. 2388-12

MAP T. 8720

PROJECT NO. Ph-5(45)

SCALE OF MAP 1:20,000

SCALE FACTOR

| STATION | SOURCE OF INFORMATION (INDEX) | DATUM | LATITUDE OR Y-COORDINATE LONGITUDE OR X-COORDINATE | | DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS | | DATUM CORRECTION | N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS | | FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS | |
|---|---|--------------|---|-------------------|---|--|------------------|--|----------------|---|----------------|
| | | | | | | | | | | | |
| Spring, 1933 | G.Ps. P. 439 | N.A. 1927 | 35° 04' | 46.975 | | | | FORWARD (BACK) | FORWARD (BACK) | FORWARD (BACK) | FORWARD (BACK) |
| | | | 77 01 | 01.420 | | | | 1447.6 (401.4) | 36.0 (1484.1) | | |
| New Bern N. Base 1931 | ^{P. 36} Sp. Pub. 192, P. | " | 35 04 | 27.740 | | | | 854.9 (994.1) | | | |
| | ^{P. 34} 192, P. | | 77 01 | 48.015 | | | | 1216.5 (303.7) | | | |
| New Bern (Stand Pipe), 1931 | G.Ps. P. 444 | " | 35 06 | 17.558 | | | | 541.1 (1307.9) | | | |
| | | | 77 03 | 19.833 | | | | 502.3 (1017.2) | | | |
| Wilson, 1935 | " | " | 35 04 | 46.233 | | | | 1424.7 (424.3) | | | |
| | P. 266 | | 77 07 | 29.495 | | | | 747.3 (772.8) | | | |
| C of E. B. M. #80 | C of E. B. M. #80 | " | 35 05 | 42.469 | Lost | | | 1308.7 (540.3) | | | |
| | | | 77 06 | 41.588 | | | | 1053.4 (466.4) | | | |
| C of E. Mon. #75 | 443 | " | 35 07 | 11.774 | | | | 362.8 (1486.2) | | | |
| | | | 77 01 | 08.846 | | | | 224.0 (1295.3) | | | |
| New Bern Cotton Oil Co., Water Tank, 1931 | G.Ps. P. 444 | " | 35 07 | 03.871 | | | | 119.3 (1729.7) | | | |
| | | | 77 02 | 35.649 | | | | 902.7 (616.6) | | | |
| Bridgeton, White Spire, 1933 | " P. 444 | " | 35 07 | 12.763 | | | | 393.3 (1455.7) | | | |
| | | | 77 01 | 12.611 | | | | 319.3 (1200.0) | | | |
| Bridgeton, Christian Church Spire, 1933 | " P. 444 | " | 35 07 | 09.004 | | | | 277.5 (1571.5) | | | |
| | | | 77 01 | 06.761 | | | | 171.2 (1348.1) | | | |
| Bridgeton, Stack, 1933 | " | " | 35 07 | 15.290 | | | | 471.2 (1377.8) | | | |
| | | | 77 01 | 22.703 | | | | 574.9 (944.3) | | | |
| Supply, 1932 | " P. 440 | " | 35 06 | 12.811 | | | | 394.8 (1454.2) | | | |
| | | | 77 02 | 19.667 | | | | 498.1 (1021.5) | | | |
| New Bern, Christ Episcopal Church Spire, 1931 | ^{P. 33} Sp. Pub. 192, P. | " | 35 06 | 24.679 | | | | 760.5 (1088.5) | | | |
| | ^{P. 31} 192, P. | | 77 02 | 22.380 | | | | 566.8 (952.7) | | | |

1 FT. = 3048006 METERS

COMPUTED BY: W.H. Shearouse

DATE 2 April, 1947

CHECKED BY: M.M. Slavney

DATE 18 June 1947

M. 2388-12

MAP T-8720 (continued) PROJECT NO. Ph-5(45)

SCALE OF MAP 1: 20,000

SCALE FACTOR

| STATION | SOURCE OF INFORMATION (INDEX) | DATUM | LATITUDE OR ψ -COORDINATE LONGITUDE OR x -COORDINATE | DISTANCE FROM GRID IN FEET. OR PROJECTION LINE IN METERS | DATUM CORRECTION | N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS | FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS |
|---|--------------------------------------|--------------|--|---|------------------|---|--|
| | | | | FORWARD (BACK) | | FORWARD (BACK) | FORWARD (BACK) |
| <i>U.S.</i> New Bern Post Office Dome, 1931 | <i>453</i> Sp. Pub. 192, P. 31 | N.A. 1927 | 35° 06' 23.896 77 02 19.457 | | | 736.4 (1112.6) 492.7 (1026.8) | |
| Norfolk, 1933 | G.P.s. P. 440 | " | 35 06 09.012 77 02 32.263 | | | 277.7 (1571.3) 817.1 (702.5) | |
| Trent, 1932 | G.P.s. P. 441 | " | 35 05 30.239 77 02 47.657 | <i>Lost</i> | | 931.8 (-917.2) 1207.2 (-312.6) | |
| Sub. Sta. Wilson, 1935 | Tampa Office Comp. | | 35 05 03.938 77 07 04.449 | | | 121.4 (1727.6) 112.7 (1407.3) | |
| * Askin, 1931 | Sp. Pub. 218 P. 66 | N.A. 1927 | 532,033.09 2,582,059.22 | <i>2,033.09 (7,966.91) sheet</i> | | 619.7 (2428.3) 322.8 (2725.2) | |
| * G of B. Mon. #62 | G of B. 445 | " | 35° 09 07.102 77 00 44.233 | <i>1,059.22 (8,940.78) Falls off sheet</i> | | 218.9 (1630.1) 1119.6 (-999.1) | |
| Fort Point Channel Light, 1933 | 443 | " | 35 04 77 00 | | | 1453.7 572.8 | |
| | | | * Used in radial plot but falls outside limits of quadrangle. | | | | |
| Lower Green Spring Light, 1933 | 445 | | 35 04 77 00 | | | 1511.0 1425.1 | |
| Upper Green Spring Light, 1933 | 440 | | 35 05 77 01 | | | 559.6 807.4 | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

1 FT. = 3048006 METER

COMPUTED BY: W.H. Shearouse

DATE 1 April, 1947

CHECKED BY: M.M. Slavney

DATE 18 June, 1947

M-2388-12

COMPILATION REPORT
TO ACCOMPANY
QUADRANGLE T-8720

26 & 27 CONTROL AND RADIAL PLOT:

These are the subject of a special report submitted to the Washington Office by M.M. Slavney, Photogrammetric Engineer, November 12, 1948.

Filed in Div of Photogrammetry under project number.

28. DELINEATION:

This manuscript has been delineated according to the latest instructions with the exception of buildings. Photogrammetry Instructions No. 29, dated 10-1-48, relative to building delineation, was received after the majority of buildings had been delineated.

The field inspection was adequate except for certain discrepancies. These have been called to the attention of the field editor on the discrepancy overlay.

The photographs were of poor scale and the projector was used extensively for delineation; particularly of contours.

29. SUPPLEMENTAL DATA:

The following data, submitted by the field party, were used by the compiler for reference and comparative checking:

Map of the City of New Bern
Station Map, Atlantic Coast Line RR. New Bern Branch
Norfolk & Southern RR. Yard Layout, New Bern, N.C.
Master Plan, Simmons-Nott Airport, New Bern, N.C.

30. MEAN HIGH-WATER LINE:

The mean high-water line has been delineated according to the field inspector's notes on the field prints. Discrepancies have been shown on the discrepancy overlay.

See Item 7 of the Field Inspection Report for further information on this subject.

31. LOW WATER AND SHOAL LINES:

See foregoing paragraph or Item 8 of the Field Inspection Report.

32. DETAILS OFFSHORE FROM THE HIGH-WATER LINE:

All offshore details recovered on the field prints by the field inspection party have been delineated. Additional offshore detail

located by the field party with sextant fixes or theodolite cuts have likewise been delineated according to instructions. Certain discrepancies found in the sextant fixes have been called to the attention of the field editor.

33. WHARVES AND SHORELINE STRUCTURES:

All wharves or shoreline structures apparent on the photographs or indicated by the field inspector have been delineated.

34. LANDMARKS AND AIDS TO NAVIGATION:

Landmarks and aids to navigation have been listed on form 567 and made a part of this report.

35. HYDROGRAPHIC CONTROL:

See Item 12 of Field Inspection Report.

36. LANDING FIELDS AND AERONAUTICAL AIDS:

This subject is covered adequately under Item 13 of the Field Inspection Report.

Possible changes in the one airport noted in the Field Inspection Report have been called to the attention of the field editor.

37. CONTOURS:

In applying the contours to the map manuscript it was found necessary to use the projector because of the poor scale of the photographs. Quite a number of discrepancies were noted in the contouring. These have been called to the attention of the field editor on the discrepancy overlay.

38. POLITICAL BOUNDARIES:

Political boundaries have been shown according to the latest instructions and the information submitted by the field party.

39. GEOGRAPHIC NAMES:

Geographic Names shown on the name sheet received from the Washington Office have been applied to the map manuscript.

A discrepancy between the name of the airport at James City as shown by the Geographic Name Sheet and the name as shown on the plans submitted have been called to the attention of the field editor on the discrepancy overlay.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

A comparison was made with the U.S. Geological Survey 15 minute quadrangle "New Bern, N.C.," edition of 1903, reprinted 1946. In general, the shoreline compares favorably; however, there is considerable difference noted in the roads and contouring. The main highways and railroads are the same but supplementary roads and trails show radical changes.

45. COMPARISON WITH NAUTICAL CHARTS:

A comparison was made with U.S. Coast and Geodetic Survey Chart No. 538, Neuse River and upper part of Bay River, scale 1: 40,000 bearing a print date of August 4, 1947.

No outstanding differences of shoreline were noted.

The attention of the hydrographer is called to wrecks shown on chart 538 at the following points and not recovered by the field inspection party:

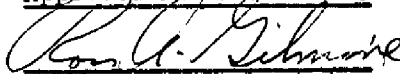
At New Bern along the shoreline between the Norfolk and Southern RR bridge and the highway bridge leading to Bridgeton, east of the channel, a wreck shows uncovered at M.H.W.

Two wrecks recovered at M.H.W., shown at the mouth of Lawson Creek. One submerged wreck in Trent River just east of the highway bridge crossing from New Bern to James City. These wrecks have been noted on the discrepancy overlay.

Respectfully submitted,


Rudolph Dossett
Cartographer, (Photo.)

Approved and Forwarded:


Ross A. Gilmore, 1/10/49
Chief of Party.

FIELD EDIT REPORT
Quadrangle T-8720
35 -00.0'/77 -00.0'/7.5'
Project Ph-5 (45)

Harry F. Garber, Chief of Party

The field edit of the quadrangle was accomplished intermittently during the period from 14 February to 27 April 1950, by Cecil A. Navin, Topographic Engineer. All work was performed in accordance with Field Edit Instructions, dated August 1945, Supplement 1, dated 4 February 1946, and Topographic Manual-Part II, dated June 1949.

51. METHODS

All features of any importance were checked. Minor corrections were made by visual inspection and major corrections were accomplished by planetable methods either on the photographs or the field edit sheet. All corrections made on the photographs have been labeled on the field edit sheet.

A legend describing the colored inks used is shown both on the photographs and the field edit sheet.

The field edit information is shown on one (1) field edit sheet, one (1) discrepancy sheet, one (1) geographic names sheet, one (1) acetate overlay, and six (6) nine-lens field photographs, 1:20,000 scale, numbers 15907, 15951, 15952 prints 1 & 2, 15972, and 15984.

Discrepancies not settled on the field edit sheet are discussed in the body of this report.

52. ADEQUACY OF COMPILATION

With the exception of numerous buildings omitted the compilation appears adequate.

53. MAP ACCURACY

Over the majority of the quadrangle the horizontal accuracy appears adequate. However, in numerous areas the exaggeration of drafting during field work has caused error in contour placement exceeding the allowable limits.

One (1) vertical accuracy test was made. The line began and closed on BM A-146 with negligible vertical and horizontal closure. The elevations are shown on the field edit sheet in the area 35 -01' 77 -02'. The test gave the following results:

Of 42 points tested on various contours:

37% showed no error

24% were in error of less than $\frac{1}{2}$ contour interval

10% were in error approximately $\frac{1}{2}$ contour interval

7% were in error between $\frac{1}{2}$ and 1 contour interval

22% were omitted entirely

See Review Report

A majority of the error is due to the minimum of planetable elevations.

54. RECOMMENDATIONS

The field inspector has no recommendations to make not mentioned in previous reports.

55. EXAMINATION OF THE PROOF COPY

The copy of the map manuscript was submitted to Mr. A. R. Bell, Craven County Surveyor, Dunn Building, New Bern, North Carolina. He did not recommend any changes not covered during field edit.

NOTE: The following items are in reference to headings of the Field Inspection and Compilation Reports for this quadrangle.

6. CONTOURS AND DRAINAGE

The field inspector mentioned a swamp along the southern limits of the quadrangle. This area is locally known as a pocoson or a high, flat area subject to seasonal inundation. The area has been re-classified on field photographs, inasmuch as only small portions are true swamps. Two (2) of the original planetable traverses run into this area were in error of approximately three (3) feet hence the difference in classification.

15. BRIDGES

A new bridge at New Bern across the Neuse River is in the process of construction. The centerline has been shown on the field edit sheet, and an acetate overlay of the bridge is submitted for detail of the swing span and clearances. The contract calls for completion of the bridge in the early part of 1952.

17. BOUNDARY MONUMENTS AND LINES

A portion of the Croatan National Forest Boundary has been corrected on the field edit sheet. The correction is from assumed data from local residents inasmuch as the legal description of the boundary was submitted with the original report and no copy is available.

18. GEOGRAPHIC NAMES

All geographic names were checked during field edit. The name "THURMAN" was moved, inasmuch as this was formerly a railroad station. There is no community in this locality. ✓

The name "BRICE CREEK POCOSON" is recommended for deletion, due to the distance away from Brice's Creek and the fact that none of the local residents give this area any specific name. ✓

The name "DUTCH DITCH" is recommended for deletion. The local residents have no knowledge of this name, which is only used by the Forest Service to designate a small drain. ✓

See
Geographic
Name
List

The airport at James City should be named "SIMMONS-NOTT AIRPORT". ✓

32. DETAILS OFFSHORE FROM THE HIGH-WATER LINE

All offshore details shown on the manuscript have been checked by planetable methods and any corrections have been made on the field edit sheet.

A few details shown on Chart 538 were not identifiable by the field inspector and have been noted as needing the hydro-party to inspect same.

33. WHARVES AND SHORELINE STRUCTURES

The entire shoreline was inspected during field edit and numerous changes in shoreline features have been noted on the field photographs or the field edit sheet.

36. LANDING FIELDS AND AERONAUTICAL AIDS

With the exception of the deletion of one building there has been no change in the one airport in this quadrangle, since the field inspection.

37. CONTOURS

All discrepancies in contours have been corrected.

45. COMPARISON WITH NAUTICAL CHART

The wrecks mentioned in the compilation report have been identified during field edit. However, a few discrepancies were noted which need investigation by the hydrographer and have been labeled on the field edit sheet.

Submitted:
27 April 1950

Cecil A. Navin
Cecil A. Navin
Topographic Engineer

Approved:

Harry F. Gubler
Chief of Party

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED
~~TO BE DELETED~~

STRIKE OUT ONE

New Bern, N.C.

27 July

1948

I recommend that the following objects which have ~~(been)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(deleted)~~ the charts indicated.

The positions given have been checked after listing by R. Dossett, Tampa Photogrammetric Office

Riley J. Sipe
1948

R.J. Sipe
Chief of Party

| STATE | North Carolina | CHARTING NAME | DESCRIPTION | SIGNAL NAME | POSITION | | | | | METHOD OF LOCATION AND SURVEY No. | DATE OF LOCATION | HARBOR CHART | INSHORE CHART | OFFSHORE CHART | CHARTS AFFECTED | |
|-------|----------------|----------------------------------|-------------|-------------|----------|--------|--------------|-------|-----------|-----------------------------------|------------------|--------------|---------------|----------------|-----------------|-------|
| | | | | | LATITUDE | | LONGITUDE | | | | | | | | | DATUM |
| | | | | | ° | ' | D. M. METERS | ° | ' | | | | | | | |
| | | FORT POINT CHANNEL LIGHT | | | 35 04 | 1453.7 | 77 00 | 572.8 | N.A. 1927 | Red. Plot T-8720 | 1933 1948 | X | | | 538 | |
| | | LOWER GREEN SPRING LIGHT | | | 35 04 | 1511 | 77 00 | 1425 | " | TRIANG | 1933 1948 | X | | | 538 | |
| | | UPPER GREEN SPRING LIGHT | | | 35 05 | 589.6 | 77 01 | 809.4 | " | " | 1933 1948 | X | | | 538 | |
| | | NEW BERN LIGHT | | | 35 06 | 388 | 77 02 | 172 | " | Red. Plot | 1948 | X | | | 538 | |
| | | WESTERN CHANNEL LOWER DAYBEACON | | | 35 07 | 896 | 77 02 | 1086 | " | " | " | X | | | 538 | |
| | | WESTERN CHANNEL MIDDLE DAYBEACON | | | 35 07 | 1774 | 77 02 | 1327 | " | " | " | X | | | 538 | |
| | | TRENT RIVER LIGHT 2 | | | 35 04 | 1486 | 77 03 | 740 | " | " | " | X | | | 538 | |
| | | TRENT RIVER LIGHT 5 | | T-8720 | 35 04 | 218 | 77 04 | 1110 | " | " | " | | | | None | |
| | | TRENT RIVER LIGHT 8 | | T-8720 | 35 04 | 357 | 77 05 | 442 | " | " | " | | | | " | |
| | | TRENT RIVER DAYBEACON 9 | | T-8720 | 35 04 | 709 | 77 05 | 1388 | " | " | " | X | | | " | |
| | | TRENT RIVER LIGHT 10 | | T-8720 | 35 04 | 959 | 77 06 | 137 | " | " | " | X | | | " | |
| | | TRENT RIVER LIGHT 13 | | T-8720 | 35 04 | 556 | 77 06 | 739 | " | " | " | X | | | " | |
| | | TRENT RIVER DAYBEACON 14 | | T-8720 | 35 04 | 924 | 77 06 | 1330 | " | " | " | X | | | " | |
| | | TRENT RIVER DAYBEACON 16 | | T-8720 | 35 04 | 1361 | 77 07 | 590 | " | " | " | X | | | " | |

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating*

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NON-FLOATING AND SHIP LANDMARKS FOR CHARTS

STRIKE OUT ONE

TO BE CHARTED
~~TO BE DELETED~~

New Bern, N.C.

1948

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks be charted on ~~(attached form)~~ the charts indicated.

The positions given have been checked after listing by R. Dossett, Tampa Photogrammetric Office

Riley J. Sipe

Riley J. Sipe *Chief of Party*

| STATE | NORTH CAROLINA | CHARTING NAME | DESCRIPTION | SIGNAL NAME | POSITION | | | | | | METHOD OF LOCATION AND SURVEY No. | DATE OF LOCATION | HARBOR CHART | INSHORE CHART | OFFSHORE CHART | CHARTS AFFECTED |
|-------|----------------|---------------|--|-------------|----------|----|--------------|----|-------|-------|-----------------------------------|------------------|--------------|---------------|----------------|-----------------|
| | | | | | LATITUDE | | LONGITUDE | | DATUM | | | | | | | |
| | | | | | ° | ' | D. M. METERS | ° | | ' | | | | | | |
| | | TANK | (Elev.) Steel (100' high, Silver in color) (New Bern Cotton Oil Co. Water Tank, 1931) | | 35 | 07 | 119.3 | 72 | 02 | 902.7 | N.A. 1927 | 1931 | X | | | 538 |
| | | CUP | (Post Office, White 40' High) (Topo. Sta. Post 1948) | | 35 | 06 | 1005 | 77 | 02 | 614 | " | 1948 | X | | | 538 |
| | | SPIRE | (Church, 100' High, Slate Covered) (New Bern Christ Episcopal Church Spire, 1931) | | 35 | 06 | 760.6 | 77 | 02 | 566.6 | " | 1931 | X | | | 538 |
| | | CUP | (Brick Tower, large clock on all 4 sides) (it is recommended that this land mark's name be changed from "CUPOLA" to "CLOCK TOWER" because it is not a cupola, it is a tower; also there are 4 large clocks on the tower, these are lighted at night)(NEW BERN U.S. POST OFFICE DOME 1931) | | 35 | 06 | 736.4 | 77 | 02 | 492.7 | " | 1931 | X | | | 538 |
| | | SPIRE | (Church, 45' High) <i>Topo Sta. Church Spire, 1948</i> | | 35 | 06 | 587 | 77 | 02 | 110 | N.A. 1927 | 1948 | X | | | 538 |

Floating

I recommend that the following objects which have ~~(been)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(the chart room)~~ the charts indicated.

The positions given have been checked after listing by

R. Dossett, Tampa Photogrammetric Office

Riley J. Sipe / 1973 Chief of Party.

[illegible]

Positions of charted landmarks and nonfloating

MONITORING INDICATORS FOR CHARTS

New Bern, N.C.

87 61

**TO BE CHARTED
TODAY! DELIBERATELY**

I recommend that the following objects which have ~~been~~ been inspected from seaward to determine their value as landmarks be charted on ~~(attached form)~~ the charts indicated.

The positions given have been checked after listing by R. Dossett, Tampa Photogrammetric Office

Riley J. Sipe
R. J. Sipe w/HF.

R. J. Sipe *w-43.* *Chief of Party.*

[illegible]

17-00000

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

SHORELINE & COAST AND GEODETIC SURVEY

NONFLOATING AIDS ORIENTED MARKS FOR CHARTS

TO BE CHARTED } **STRIKE OUT ONE**

New Bern, N.C.

27 July 1981

I recommend that the following objects which have ~~(been found)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(the chart below)~~ the charts indicated.

The positions given have been checked after listing by R. Dossett, Tampa Photogrammetric Office charred on (~~destroyed~~) the charts indicated.

Office
Peters J. Lopez

Chief of Party:

[illegible]

100 Shorted landmarks and nonfloating

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NON-LOADING AIDS OR LANDMARKS FOR CHARTS

TO BE DELETED

STRIKE OUT ONE

New Bern, N. C.

1948

I recommend that the following objects which have ~~(been inspected)~~ been inspected from seaward to determine their value as landmarks be ~~listed~~ on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by R. T. Kirk, Topographic Engineer

R. J. Sipe Chief of Party.

| STATE | | North Carolina | | POSITION | | | | | | | | | | METHOD OF LOCATION AND SURVEY No. | | DATE OF LOCATION | | HARBOR CHART | | INSHORE CHART | | OFFSHORE CHART | | CHARTS AFFECTED | |
|---------------|----------------------------------|----------------|----------|----------|-----------|------|-----------|-----------------------------------|------------------|--------------|---------------|----------------|-----------------|-----------------------------------|--------------|------------------|--|--------------|--|---------------|--|----------------|--|-----------------|--|
| CHARTING NAME | DESCRIPTION | SIGNAL NAME | LATITUDE | | LONGITUDE | | DATUM | METHOD OF LOCATION AND SURVEY No. | DATE OF LOCATION | HARBOR CHART | INSHORE CHART | OFFSHORE CHART | CHARTS AFFECTED | | | | | | | | | | | | |
| | | | ° | ' | ° | ' | | | | | | | | D. M. METERS | D. P. METERS | | | | | | | | | | |
| STACK | (Due to the plethora of stacks | | 35 | 07.6 | 77 | 03.2 | N.A. 1927 | T8720 | Unknown | X | | | 538 | | | | | | | | | | | | |
| | (on the New Bern side, their | | | | | | | | | | | | | | | | | | | | | | | | |
| STACK | (value as landmarks is nil, | | 35 | 07.3 | 77 | 02.8 | N.A. 1927 | T8720 | Unknown | X | | | 538 | | | | | | | | | | | | |
| | (particularly with the abundance | | | | | | | | | | | | | | | | | | | | | | | | |
| Stack | (ance of other excellent | | 35 | 06.8 | 77 | 02.2 | N.A. 1927 | T8720 | Unknown | X | | | 538 | | | | | | | | | | | | |
| | (landmarks in this same | | | | | | | | | | | | | | | | | | | | | | | | |
| Stack | (locality. Confusion is easy. | | 35 | 06.3 | 77 | 02.1 | N.A. 1927 | T8720 | Unknown | X | | | 538 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| TANK | This land mark no longer exists | | 35 | 05.6 | 77 | 02.7 | N.A. 1927 | T8720 | Unknown | X | | | 538 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| STACK | This land mark no longer exists | | 35 | 05 | 872.2 | 77 | 02 | 1175.3 | N.A. 1927 | T8720 | X | | 538 | | | | | | | | | | | | |
| | (NEW BERN STEEL STACK 1933) | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

PHOTOGRAMMETRIC REVIEW SECTION

TO BE CHARTED

STRIKE OUT ONE

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Wanted, M. C.

27 April 1950

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by

Tampa Photogrammetric Office

Harry F. Garber, *Chief of Party.*

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating*

TO BE CHARTED
TO BE DELETED

Tampa Photo. Office, Tampa, Fla.; 5 July 1950

The positions given have been checked after listing by
Rudolph Dossett
Tampa Photogrammetric Office

Arthur L. Wardwell, Chief of Party.

671297

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating*

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

PHOTOGRAMMETRIC REVIEW SECTION

TO BE CHARTED
TO BE DELETED

STRIKE OUT ONE

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Tampa Photo Office, Tampa, Fla., 5 July 1950

I recommend that the following objects which have ~~(have not)~~ been inspected from seaward to determine their value as landmarks be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by

Tampa Photogrammetric Office

Arthur L. Maxwell,
Chief of Party

[illegible]

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating* The data should be considered for the charts of the area and not by

P. O. Box 1292, New Bern, N. C.

3 February 1948

To: District Engineer
U. S. Engineers Office
Wilmington, N. C.

Subject: Measurement of Bridge Clearances - Discrepancies

Listed on the attached sheet are discrepancies we have found between our measurements and yours, as listed in U. S. Engineers, "List of Bridges over Navigable Waters in U. S.", revised to 1 July 1941.

It is requested that you notify the Director of this agency in Washington, D. C. as to which of the measurements should be used on nautical charts.

Riley J. Sipe
Chief of Party

REC'D 6 FEB

T-8720

| Page | Miles above Mouth | Nearest Town | Horiz Clearances | | | | Vertical Clearances | | |
|------|-------------------|-----------------|----------------------------------|-------------------------|-------|--------------------------|---------------------|---------|----------|
| | | | Owner | Bridge Book U.S.C.&G.S. | | Bridge Book U.S.C.& G.S. | | | |
| | | | | Left | Right | Left | Right | | |
| 318 | 34 | New Bern, N. C. | N.C.State Highway & P.W.C. | 60' | 60' | 60.7' | 60.1' | 2.4' HW | 8.0' MEW |
| 318 | 34 | New Bern, N. C. | Norfolk Southern R.R. Co. | 59.8' | 59' | 58.3' | 53.0' | 0' HW | 0' MEW |
| 472 | 0 | New Bern, N. C. | Atlantic & East Carolina Rwy. Co | 39.5' | 42' | 43.5' | 41.0' | 0' HW | 1.9' MEW |
| 472 | 0 | New Bern, N. C. | N.C. State Highway & P.W.C. | 43.3' | 41' | 46.0' | 48.8' | 0.4' HW | 8.5' MEW |
| 52 | 1 | New Bern, N.C. | N.C.State Highway & P.W.C. | 58.5' | 62 | 58.5' W. *E. | 5.9' | HW | 4.9' MEW |

*E. Obstructed by snags
Operated on 24 hour prior request

AUG 2 1948

P. O. Box 1, Washington, North Carolina


29 July 1948

To: The Director
U. S. Coast and Geodetic Survey
Washington 25, D. C.

Subject: Airport - Change in Geographic Name

The SIMMONS-KNOTT AIRPORT at the city of New Bern on Norfolk Sectional Aeronautical Chart is not correctly spelled. The name should be spelled "SIMMONS-NOTT AIRPORT".

The first part of the name "SIMMONS" is named after the late Senator Simmons. The last part of the name "NOTT" is named for a marine flyer who was killed in a crash when the field was dedicated. He was the son of a federal judge from the State of New York and the official records on file in Craven County Courthouse list the marine flyer's name as "NOTT". The spelling of the local family name "KNOTT" is believed to have been confused with the name of the flyer "NOTT".


Riley J. Sipe
Chief of Party

cc: Chief, Division of Photogrammetry
cc: Tampa Photogrammetric Office

GEOGRAPHIC NAMES

Survey No. T-8720

NEW BERN, N.C., 7 $\frac{1}{2}$ ' quad.

| 1 | Name on Survey | A On Chart No. | B On previous survey No. | C On U. S. quadrangle Maps | D From local information | E On local Maps | F P. O. Guide or Map | G Rand McNally Atlas | H U. S. Light List | K |
|---|----------------------------|----------------------|--------------------------------|----------------------------------|---|--------------------|-------------------------|-------------------------|-----------------------|----------|
| | North Carolina | | | | | | | | | USGB 1 |
| | Craven County | | Townships | 2, 7, 8 | | | | | | 2 |
| | Jones County | | Township 2 | : | note that this is correct designation according to Census Bureau Map, on which "Pollockville" is only name of a town in this township. In any event, it should be POLLOCKSVILLE, according to recent USBCN decision and amending act of N.C. Legislature. | | | | | 3 |
| | | | | | | | | | | 4 |
| | | | | | | | | | | 5 |
| | | | | | | | | | | 6 |
| | Atlantic Coast Line | | | | | | | | | 7 |
| | Atlantic and East Carolina | | | | | | | | | 8 |
| | Norfolk Southern | | | (not Norfolk and Southern) | | | | | | 9 |
| | U.S. 17 | | | | | | | | | 10 |
| | U.S. 70 | | | | | | | | | 11 |
| | State No. 55 | | | | | | | | | 12 |
| | Neuse River | | | | | | | | | USGB 13 |
| | Trent River | | | | | | | | | 14 |
| | Croatan National Forest | | | | | | | | | 15 |
| | | | | | | | | | | 16 |
| | Bridgeton | | | | | | | | | 17 |
| | Duck Point | | | | | | | | | 18 |
| | Duck Creek | | | | | | | | | 19 |
| | Fowler Ferry Road | | | | (part of State No. 55) | | | | | 20 |
| | | | | | | | | | | 21 |
| | Jack Smith Creek | | | | | | | | | 22 |
| | U.S. National Cemetery | | | | | | | | | 23 |
| | Neuse Road | | | | | | | | | 24 |
| | New Bern | | | | | | | | | USBCN 25 |
| | De Graffenried Park | | | | | | | | | 26 |
| | Craven Terrace | | | | | | | | | 27 |

GEOGRAPHIC NAMES

Survey No. T-8720

| GEOGRAPHIC NAMES | | | | | | | | | | | |
|-------------------|---------------------------------|---|---|---|---|---|---|---|---|---|----|
| Survey No. T-8720 | | | | | | | | | | | |
| 2 | Name on Survey | <div>On Chart No. On previous survey No. On U. S. quadrangle Maps From local information On local Maps P. O. Guide or Map Rand McNally Atlas U. S. Light List</div> | | | | | | | | | |
| | | A | B | C | D | E | F | G | H | K | |
| | Cedar Grove Cemetery | | | | | | | | | | 1 |
| | Bern Cemetery | | | | | | | | | | 2 |
| | Greenwood Cemetery | | | | | | | | | | 3 |
| | Trent Road | | | | | | | | | | 4 |
| | Lawson Creek | | | | | | | | | | 5 |
| | Lanes Branch | | | | | | | | | | 6 |
| | Union Point | | | | | | | | | | 7 |
| | Trent Marsh | | | | | | | | | | 8 |
| | Bridge Creek | | | | | | | | | | 9 |
| | Pembroke Road | | | | | | | | | | 10 |
| | Wilson Creek | | | | | | | | | | 11 |
| | Hayward Creek | | | | | | | | | | 12 |
| | Foy Landing | | | | | | | | | | 13 |
| | Reedy Branch | | | | | | | | | | 14 |
| | Brice Creek Poison | | | | | | | | | | 15 |
| | Little Road | | | | | | | | | | 16 |
| | St. Pauls Baptist Church | | | | | | | | | | 17 |
| | Timothy Chapel Methodist Church | | | | | | | | | | 18 |
| | Hoods Creek | | | | | | | | | | 19 |
| | Rock Springs | | | | | | | | | | 20 |
| | Ditch Ditch | | | | | | | | | | 21 |
| | Georges Branch | | | | | | | | | | 22 |
| | Brice Creek | | | | | | | | | | 23 |
| | Black Branch | | | | | | | | | | 24 |
| | Lees Branch | | | | | | | | | | 25 |
| | Thurman | | | | | | | | | | 26 |
| | Beaufort Road | | | | | | | | | | 27 |

Names report lists 7 local residents who verify name - stat.

Name omitted on CBG overlay.

I do not believe name necessary since

the area is identified by the name Brice Creek

(locality)

on Croatan Nat. For. Map: also verified by 7 local residents in names report - stat.

to be deleted per field edit: per names report, still used as a locality name - stat.

(part of U.S. 70)

GEOGRAPHIC NAMES

Survey No. T-8720

| GEOGRAPHIC NAMES | | | | | | | | | | | |
|-------------------|---|---|---|---|---|---|---|---|---|---|----|
| Survey No. T-8720 | | | | | | | | | | | |
| 3 | Name on Survey | | | | | | | | | | |
| | | A | B | C | D | E | F | G | H | K | |
| | Granthams | | | | | | | | | | 1 |
| | Simmons-Voth New Bern Airport | | | | | | | | | | 2 |
| | Fort Point | | | | | | | | | | 3 |
| | Green Spring Point | | | | | | | | | | 4 |
| | James City | | | | | | | | | | 5 |
| | Scotts Creek | | | | | | | | | | 6 |
| | | | | | | | | | | | 7 |
| | Streets named in New Bern: | | | | | | | | | | 8 |
| | National Avenue | | | | | | | | | | 9 |
| | Queen Street | | | | | | | | | | 10 |
| | Park Avenue | | | | | | | | | | 11 |
| | South Front Street | | | | | | | | | | 12 |
| | George Street | | | | | | | | | | 13 |
| | Broad Street | | | | | | | | | | 14 |
| | Pollock Street | | | | | | | | | | 15 |
| | Hancock Street | | | | | | | | | | 16 |
| | E. Front Street | | | | | | | | | | 17 |
| | New Street | | | | | | | | | | 18 |
| | | | | | | | | | | | 19 |
| | | | | | | | | | | | 20 |
| | | | | | | | | | | | 21 |
| | | | | | | | | | | | 22 |
| | | | | | | | | | | | 23 |
| | | | | | | | | | | | 24 |
| | | | | | | | | | | | 25 |
| | | | | | | | | | | | 26 |
| | | | | | | | | | | | 27 |

M 234

Names underlined in red are
approved. 1/27/49 L. Heck.

Review Report T-8720
Topographic Map Manuscript
2 October 1950

62. Comparison with Registered Topographic Surveys: For the areas in common, this survey supersedes:

| | | |
|--------|--------|----------|
| T-928 | (1863) | 1:20,000 |
| T-928b | (1863) | 1:20,000 |
| T-928c | (1863) | 1:40,000 |
| T-1031 | (1866) | 1:10,000 |

for nautical charting purposes. This survey also supersedes:

| | | |
|--------|--------|----------|
| T-6476 | (1935) | 1:10,000 |
| T-6477 | (1935) | 1:10,000 |
| T-6478 | (1935) | 1:5,000 |

except for the underwater details such as submerged piling and wrecks.

63. Comparison with Maps of Other Agencies.-

New Bern, N.C. (1903) 1:62,500, U.S. Geological Survey

64. Comparison with Contemporary Hydro Surveys.-FE4 (1947) is a hydro survey that was made on the Trent River to obtain the controlling depth to Pollocksville. Only soundings were obtained.

65. Comparison with Nautical Charts.-

No. 538 8-4-47 1:40,000 This survey should be applied to this chart when it is reconstructed. Changes and additions made during review are shown in red ink on the manuscript.

66. Aids and Landmarks.-Aids and landmarks are listed on Form 567 and filed as Chart Letter No. 67 (1949) in the Div. of Charts. See copies following Field Edit Report.

67. Adequacy of Results.-The evaluation of the vertical accuracy test by the Field Edit Party is in error. An evaluation of this test was made during review. It showed that of a total of 50 test elevations 90% were within 1/2 contour interval and 96% within one contour interval.

Another independent survey (by an airport survey party) has obtained 102 elevations at Simmons-Nott Airport and vicinity. An evaluation of these elevations showed that 94% were within 1/2 contour interval and 98% within one contour interval.

This map complies with national map accuracy standards.

68. Overlay.-An overlay has been prepared showing road classification, control, etc. This map will be edited and published by the U. S. Geological Survey.

Reviewed by:

Jack L. Rihn
Jack L. Rihn, Cartographer

APPROVED

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